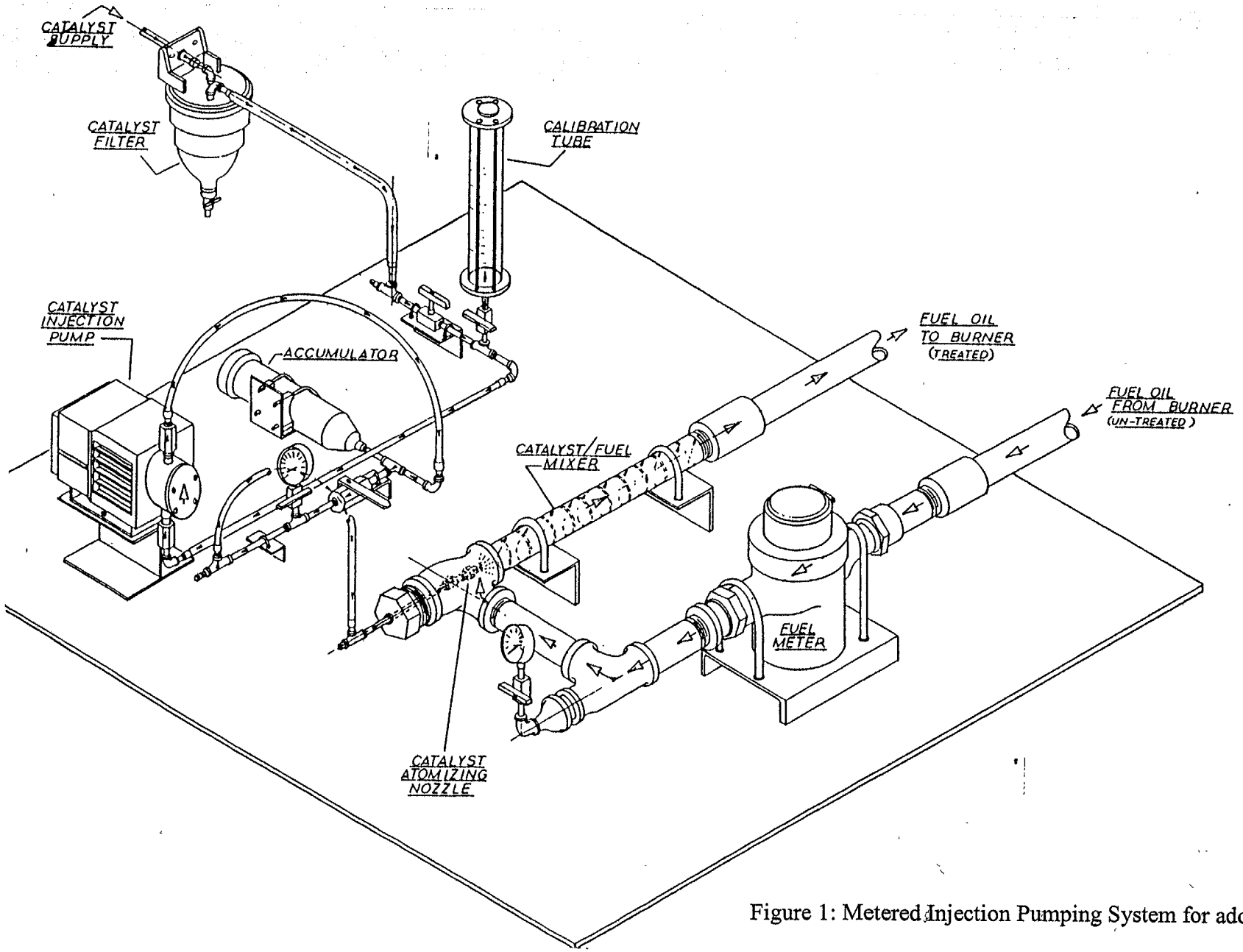


Figure 1: Metered Injection Pumping System for additizing resid fuels

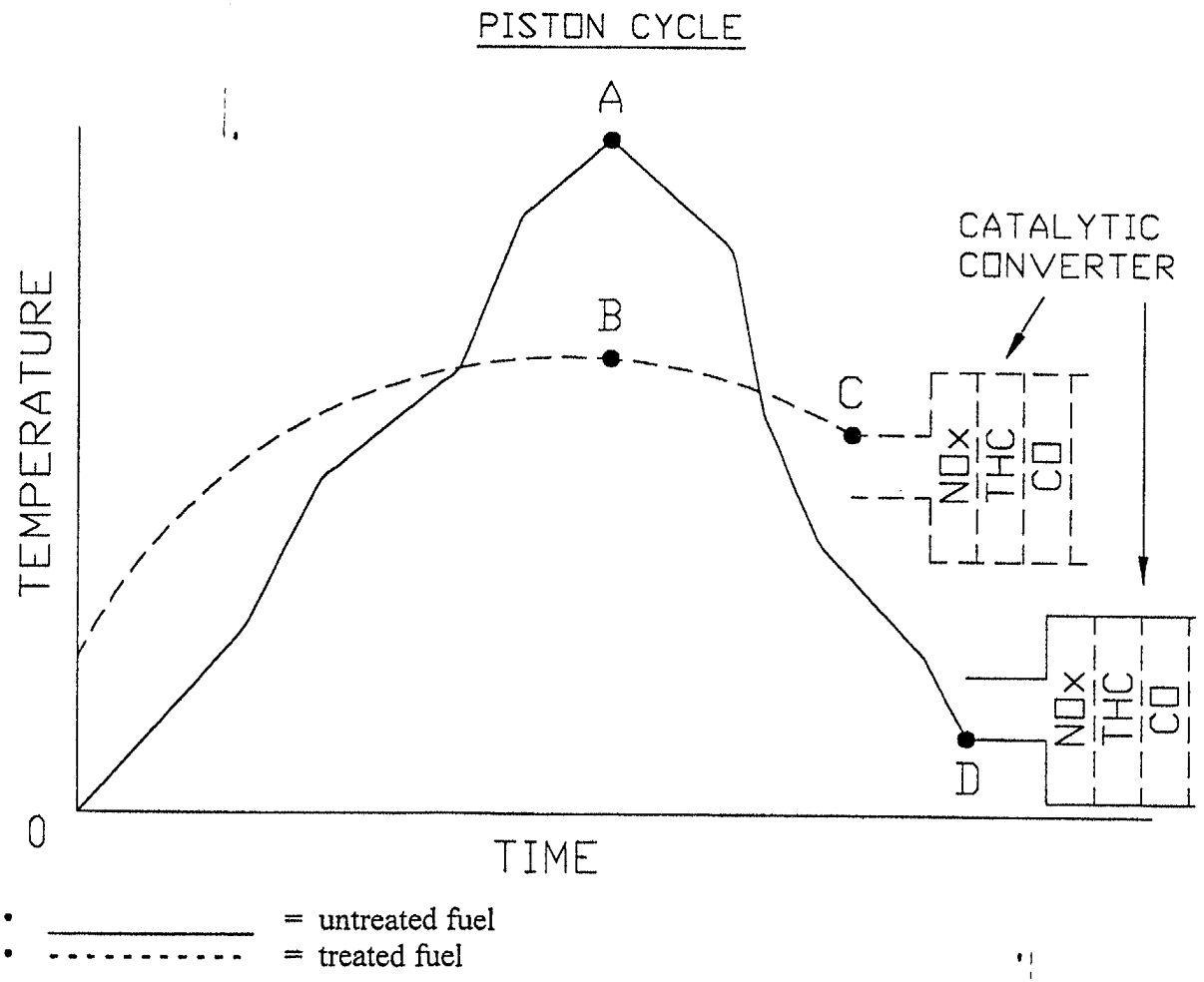


Figure 2: Hypothetical temperature versus time curve for the piston cycle of a gasoline-powered engine operating on untreated fuel and fuel treated with the OR-1 additive

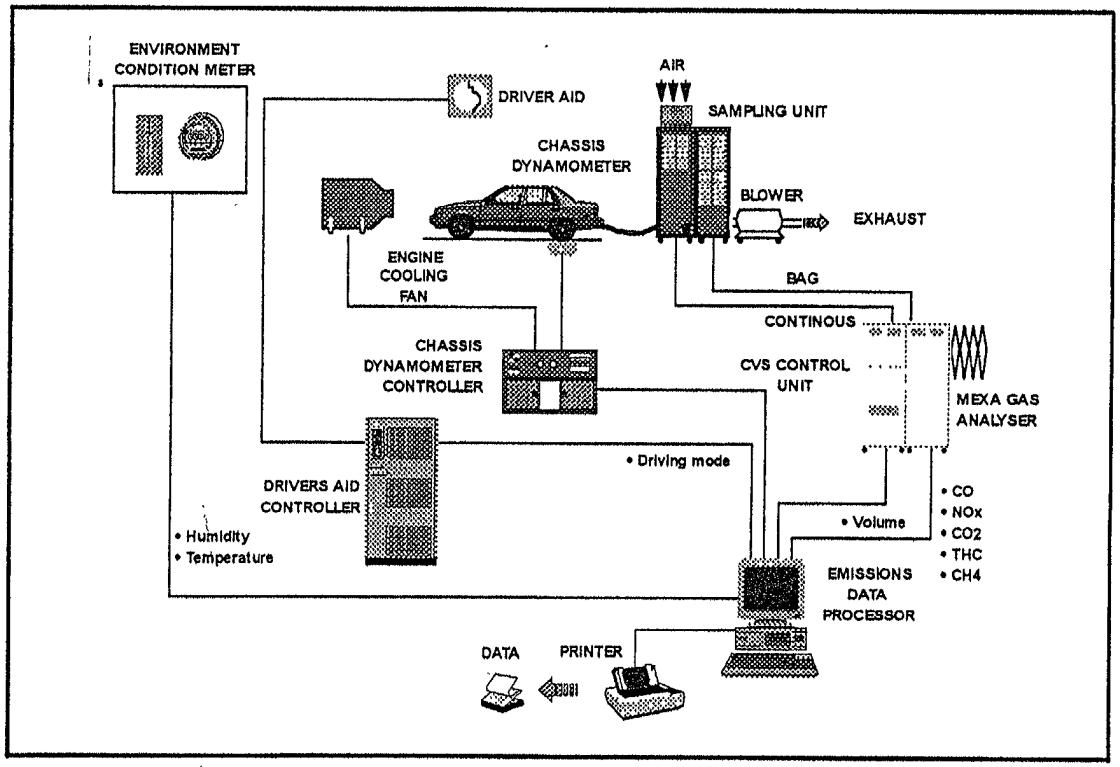
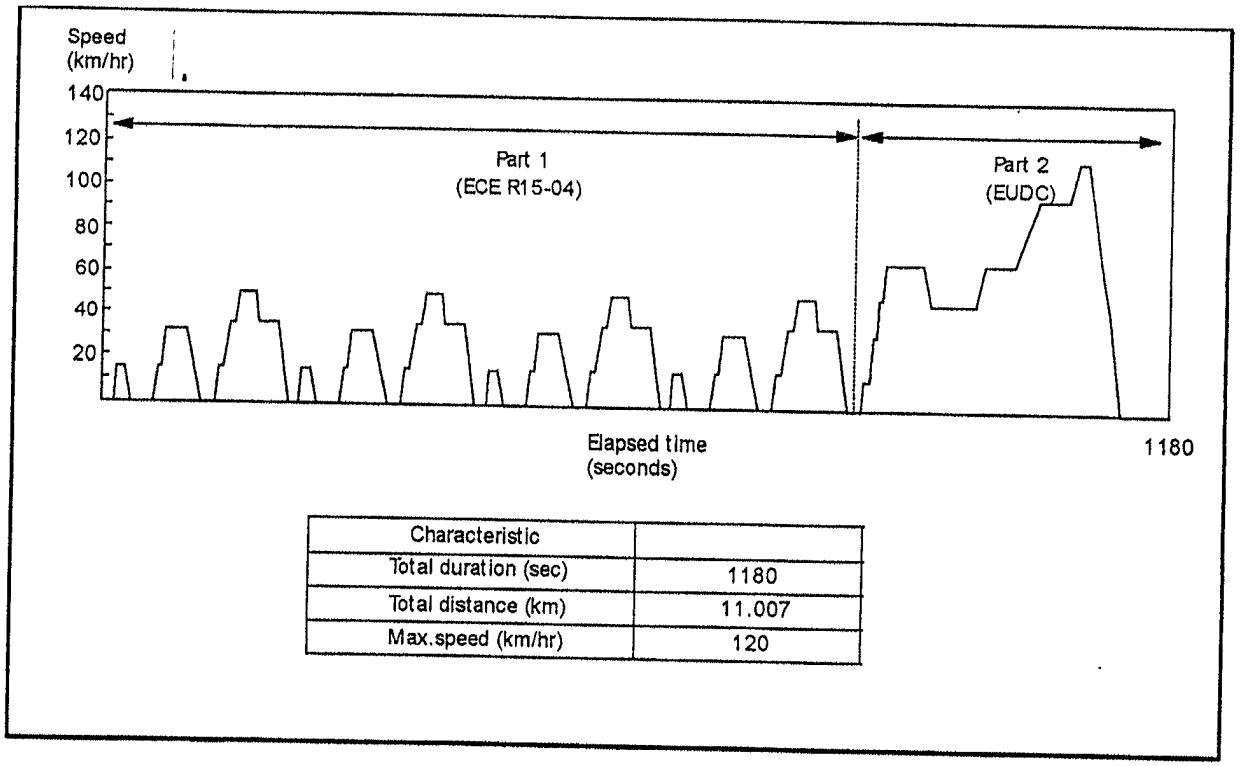


Figure 3: Schematic illustrating the layout of the Vehicle Emissions Testing Laboratory located in Section 27, Selangor Darul Ehsan, Shah Alam, Malaysia



Characteristic	
Total duration (sec)	1180
Total distance (km)	11.007
Max.speed (km/hr)	120

Figure 4: Diagram illustrating the European Emissions Standard ECE R15-04 plus EUDC Emissions Test Cycle

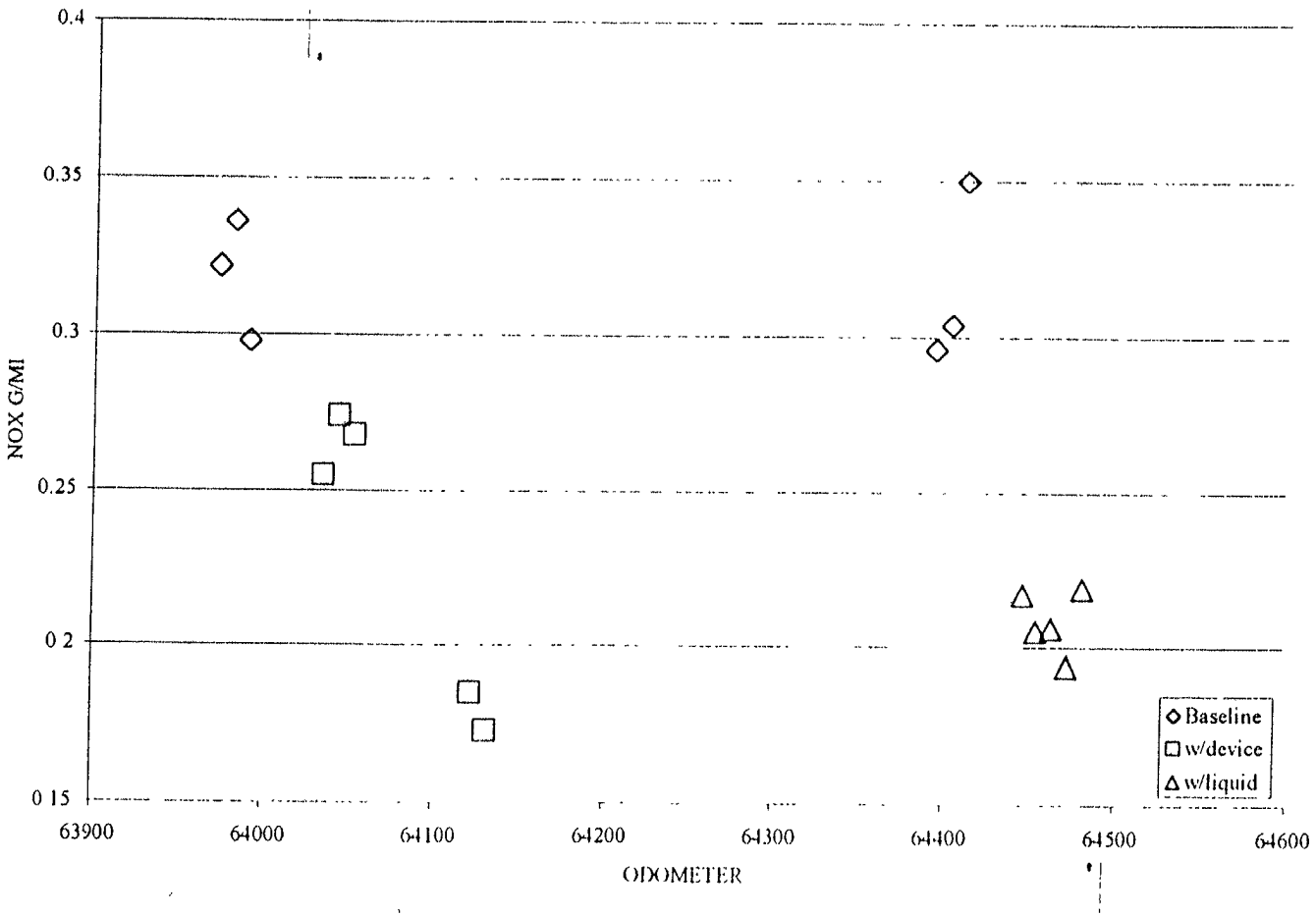


Figure 5: NO_x emissions as a function of odometer miles for a Ford Taurus

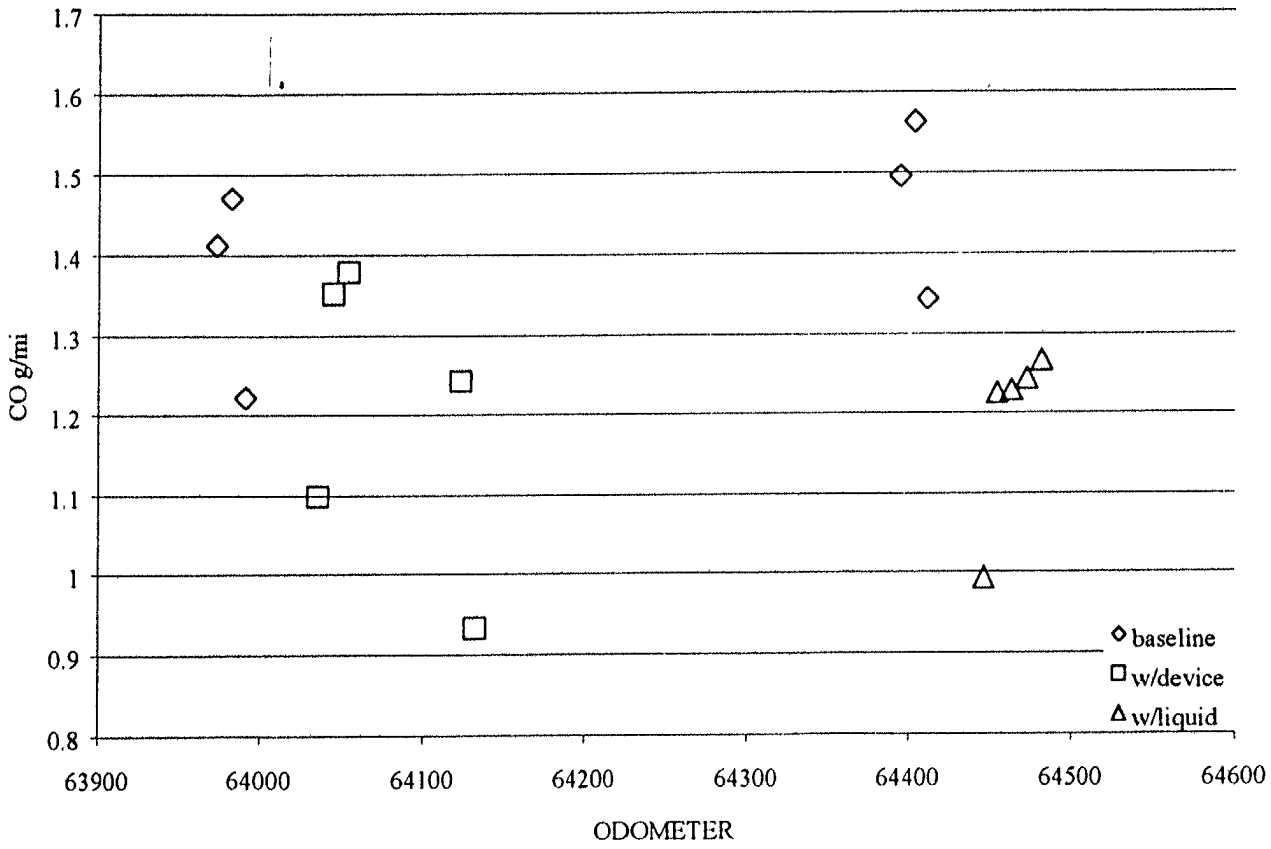


Figure 6: CO emissions as a function of odometer miles for a Ford Taurus

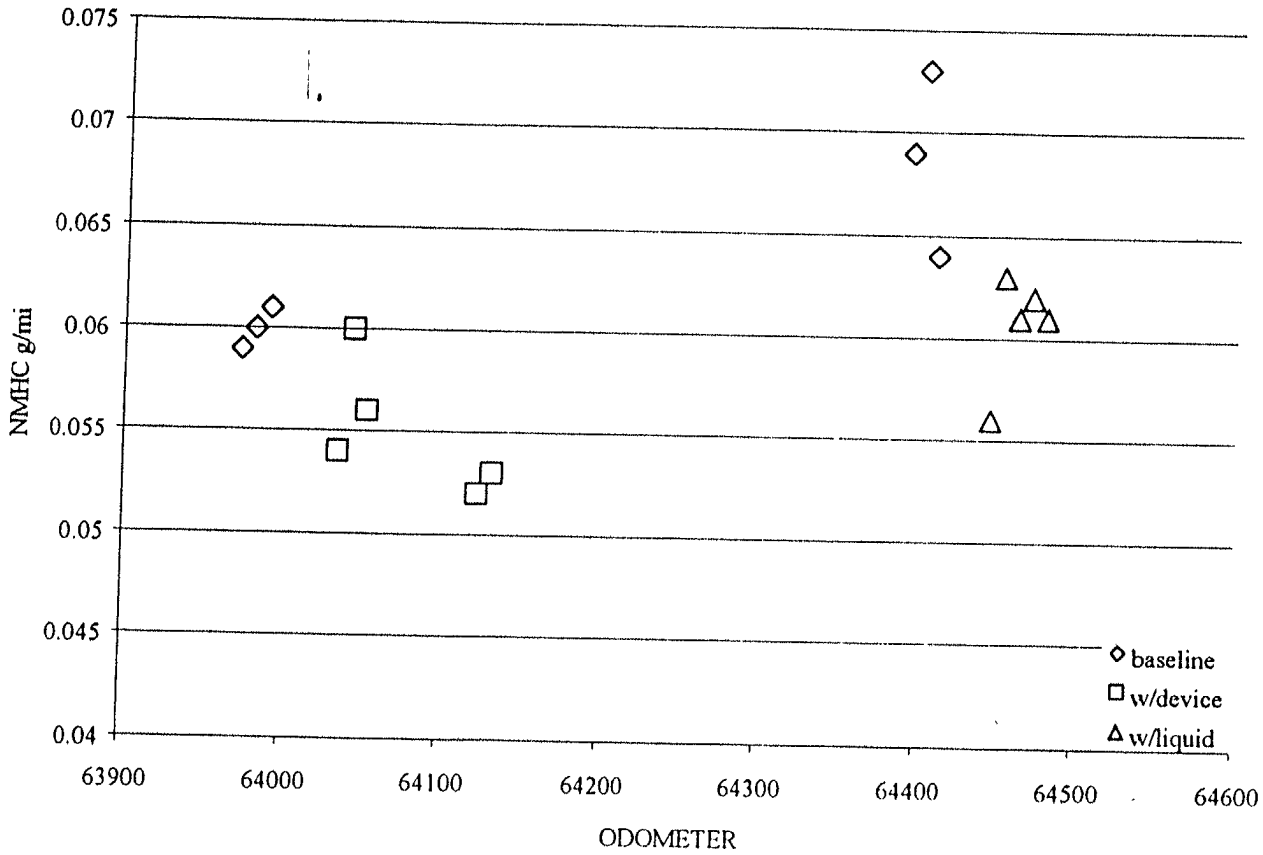


Figure 7: NMHC emissions as a function of odometer miles for a Ford Taurus

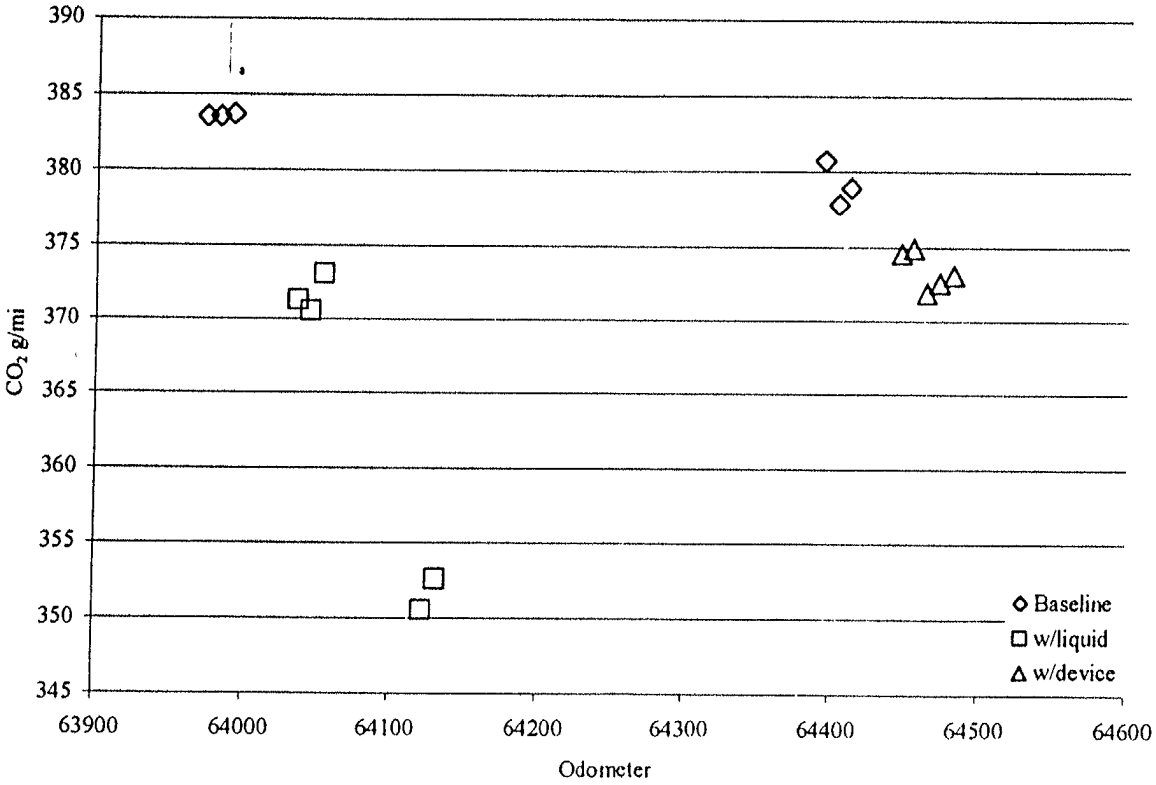


Figure 8: CO_2 emissions as a function of odometer miles for a Ford Taurus

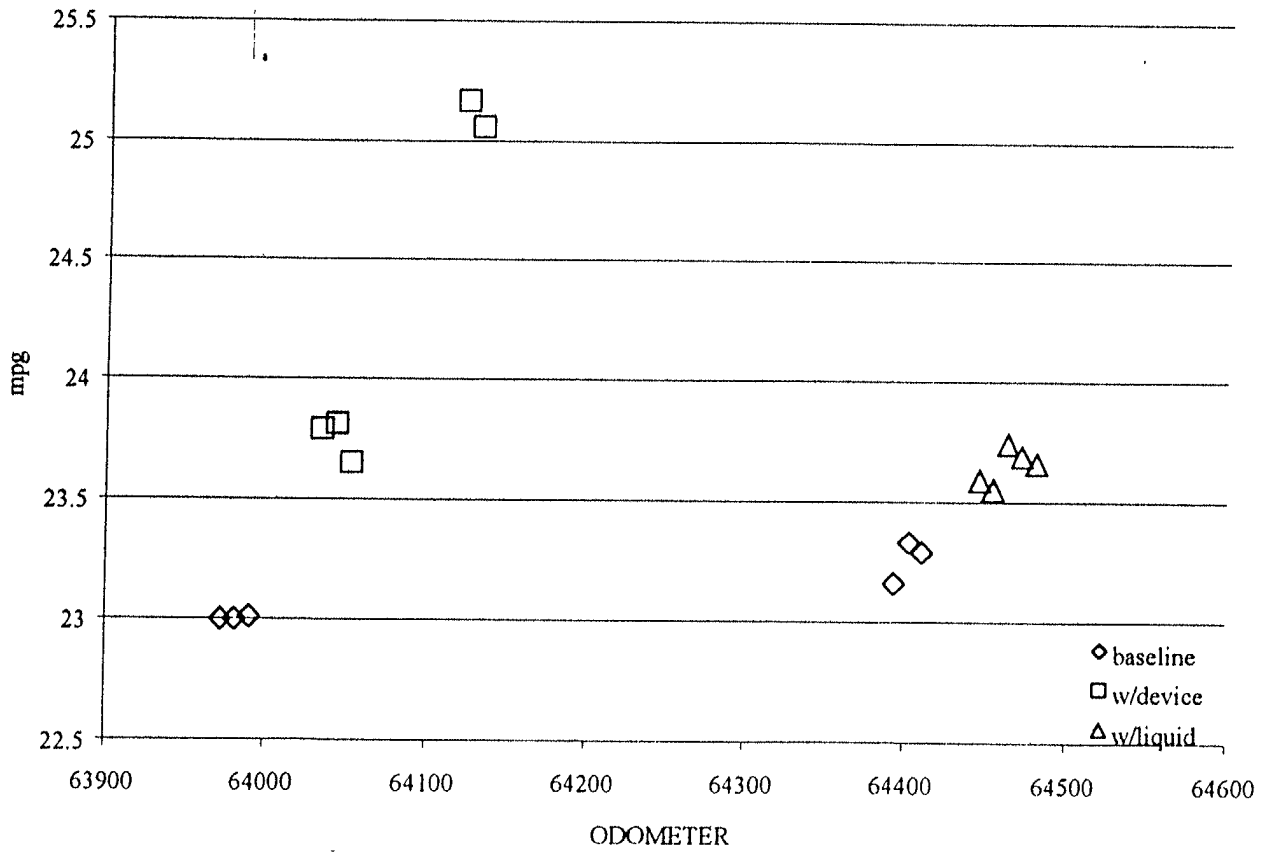


Figure 9: MPG fuel economy as a function of odometer miles for a Ford Taurus

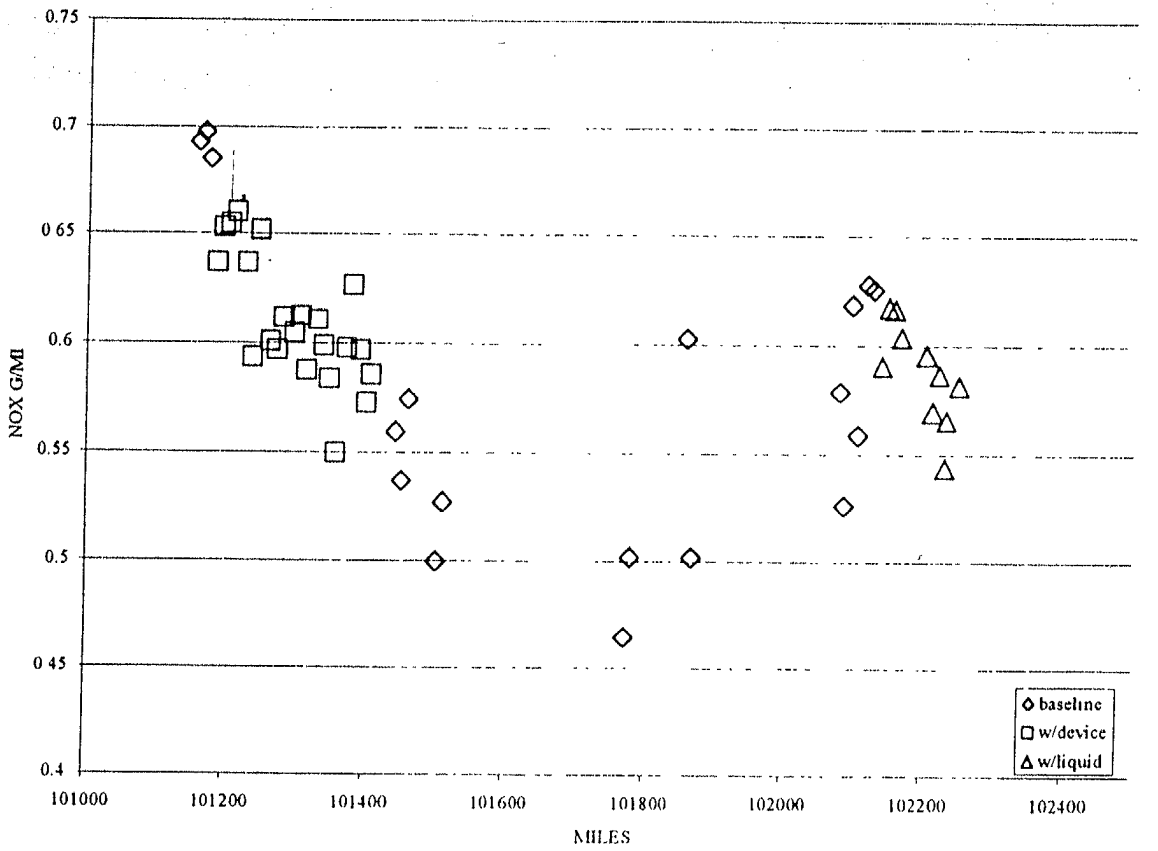


Figure 10: NO_x emissions as a function of odometer miles for a Honda Accord

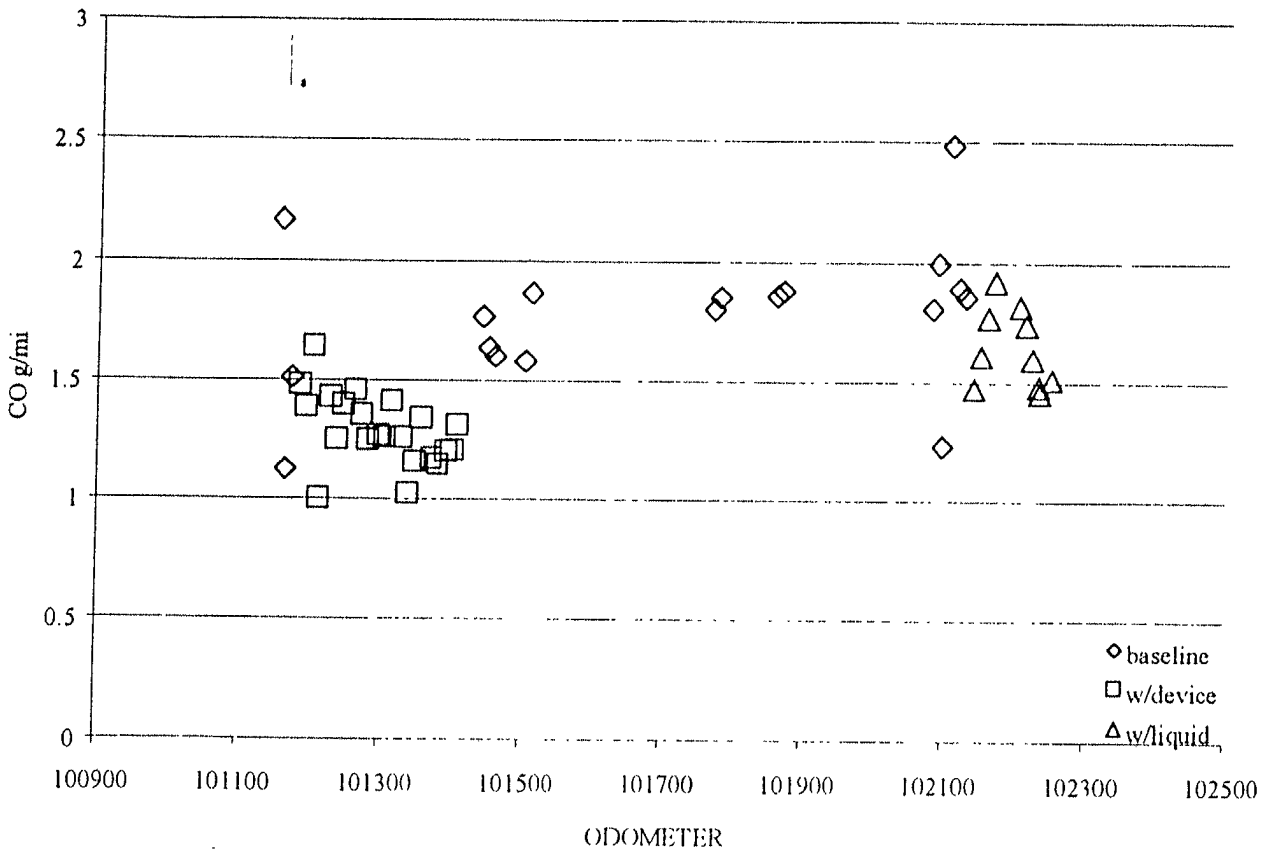


Figure 11: CO emissions as a function of odometer miles for a Honda Accord

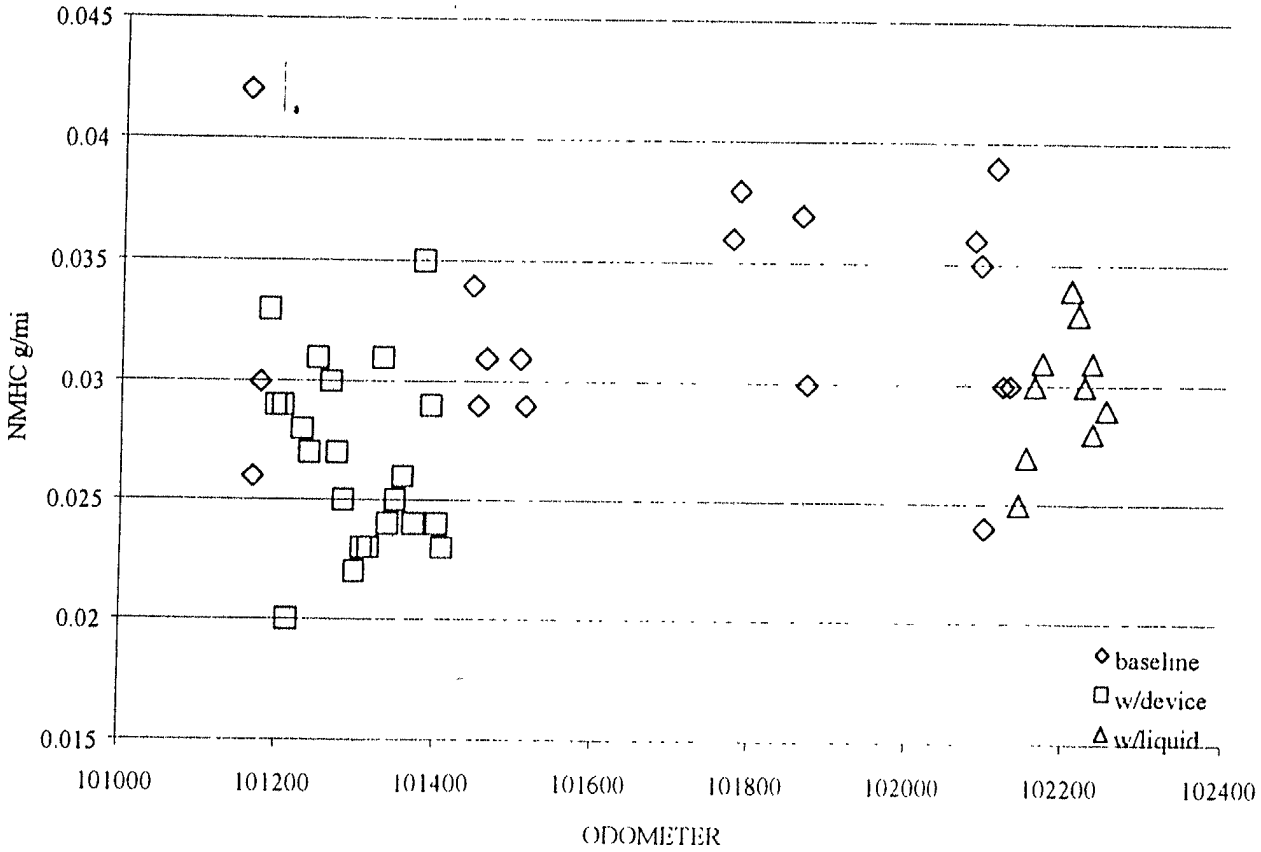


Figure 12: NMHC emissions as a function of odometer miles for a Honda Accord

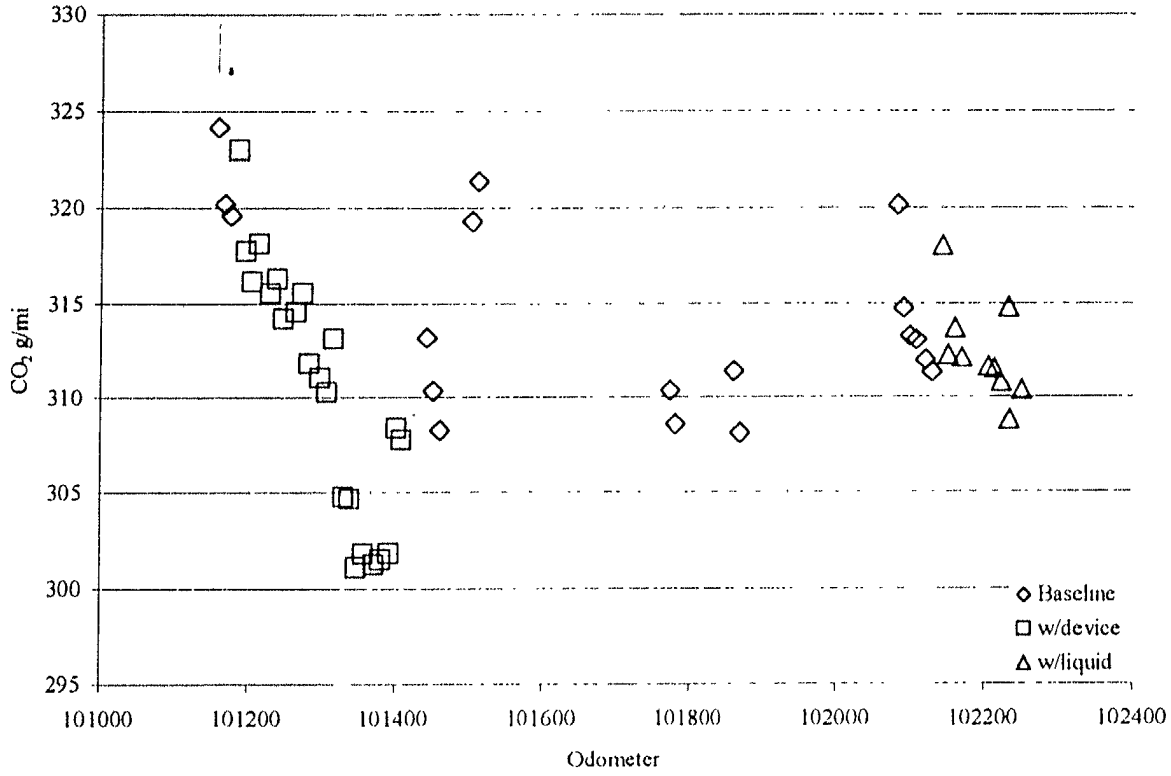


Figure 13: CO_2 emissions as a function of odometer miles for a Honda Accord

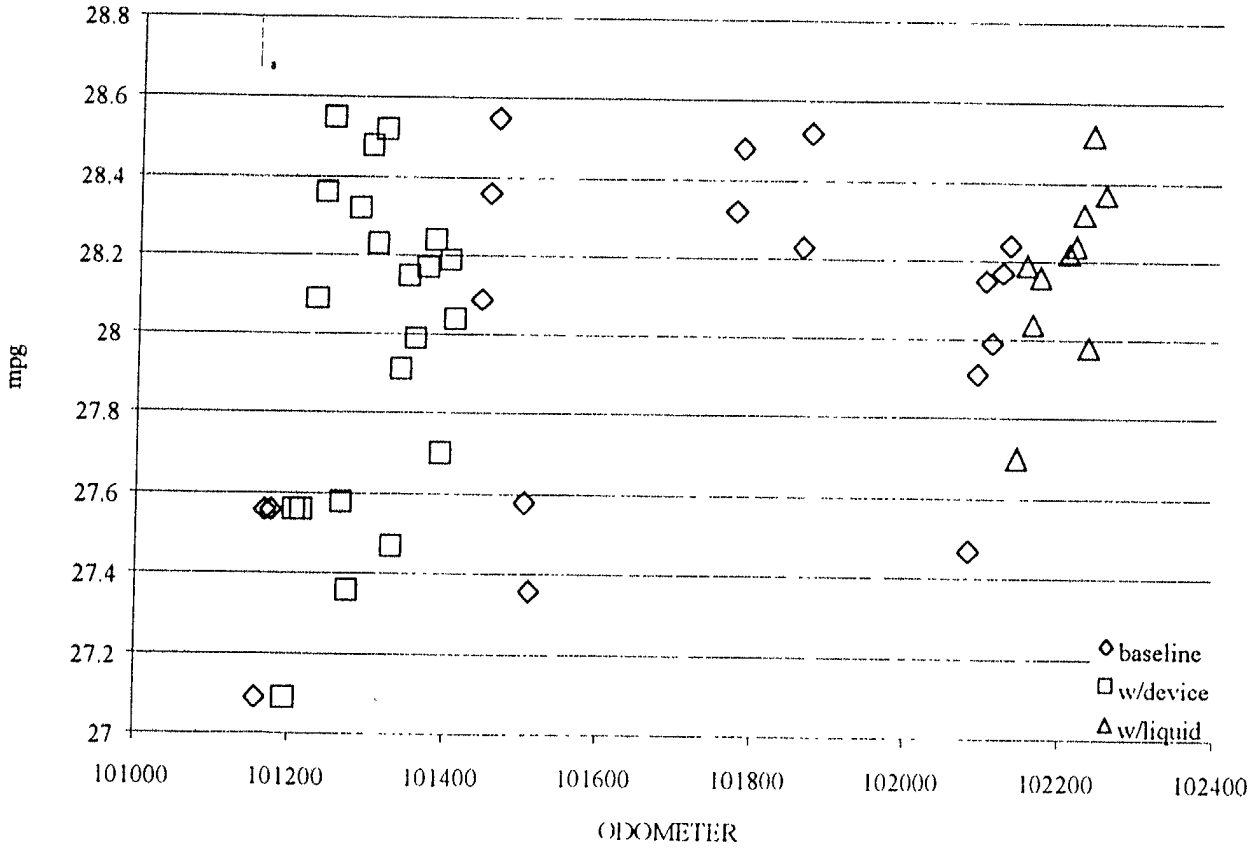


Figure 14: MPG fuel economy as a function of odometer miles for a Honda Accord

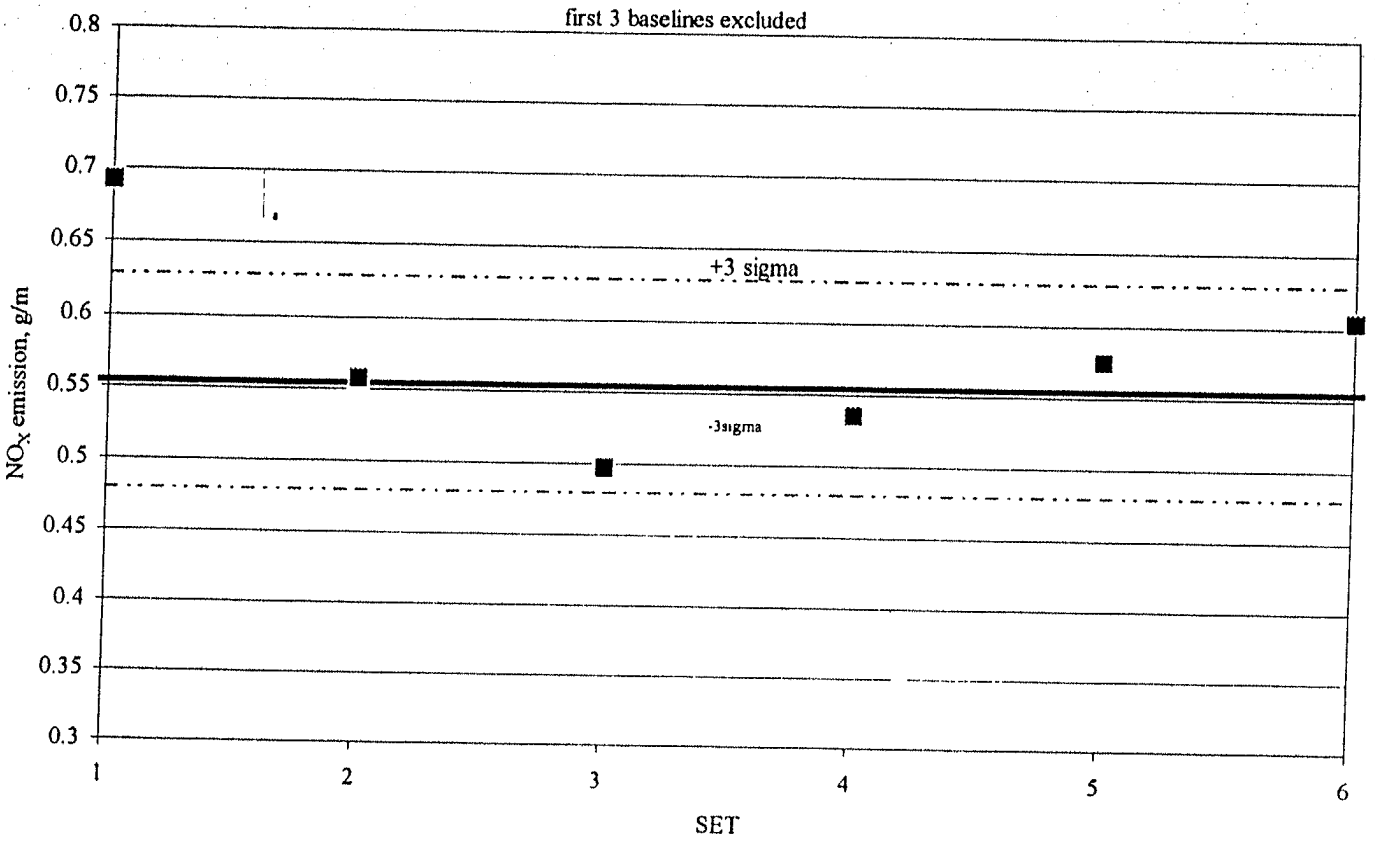


Figure 15: Shewhart Control Plot for NO_x in the Honda Accord with the first three baselines excluded

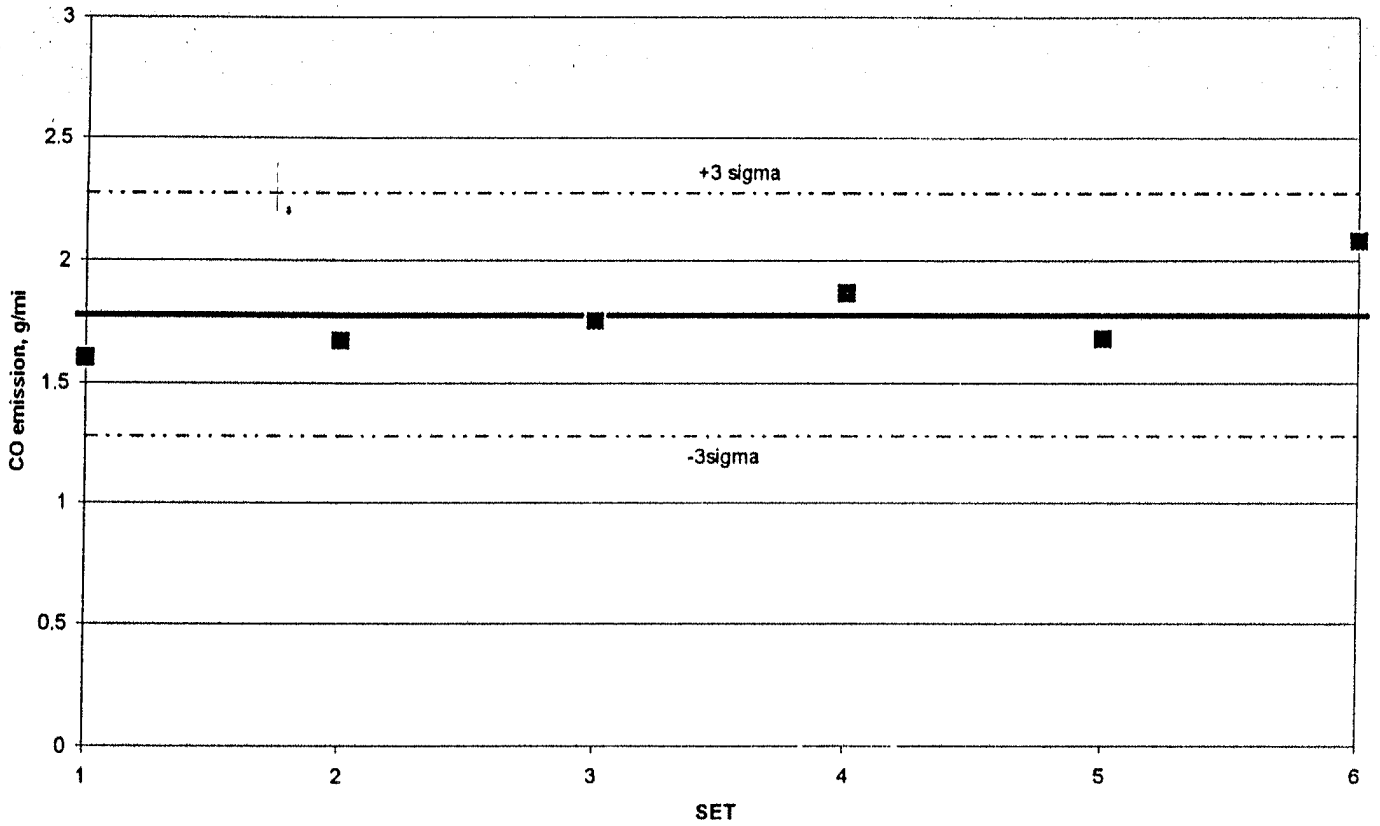


Figure 16: Shewhart Control Plot for CO in the Honda Accord with the first three baselines excluded

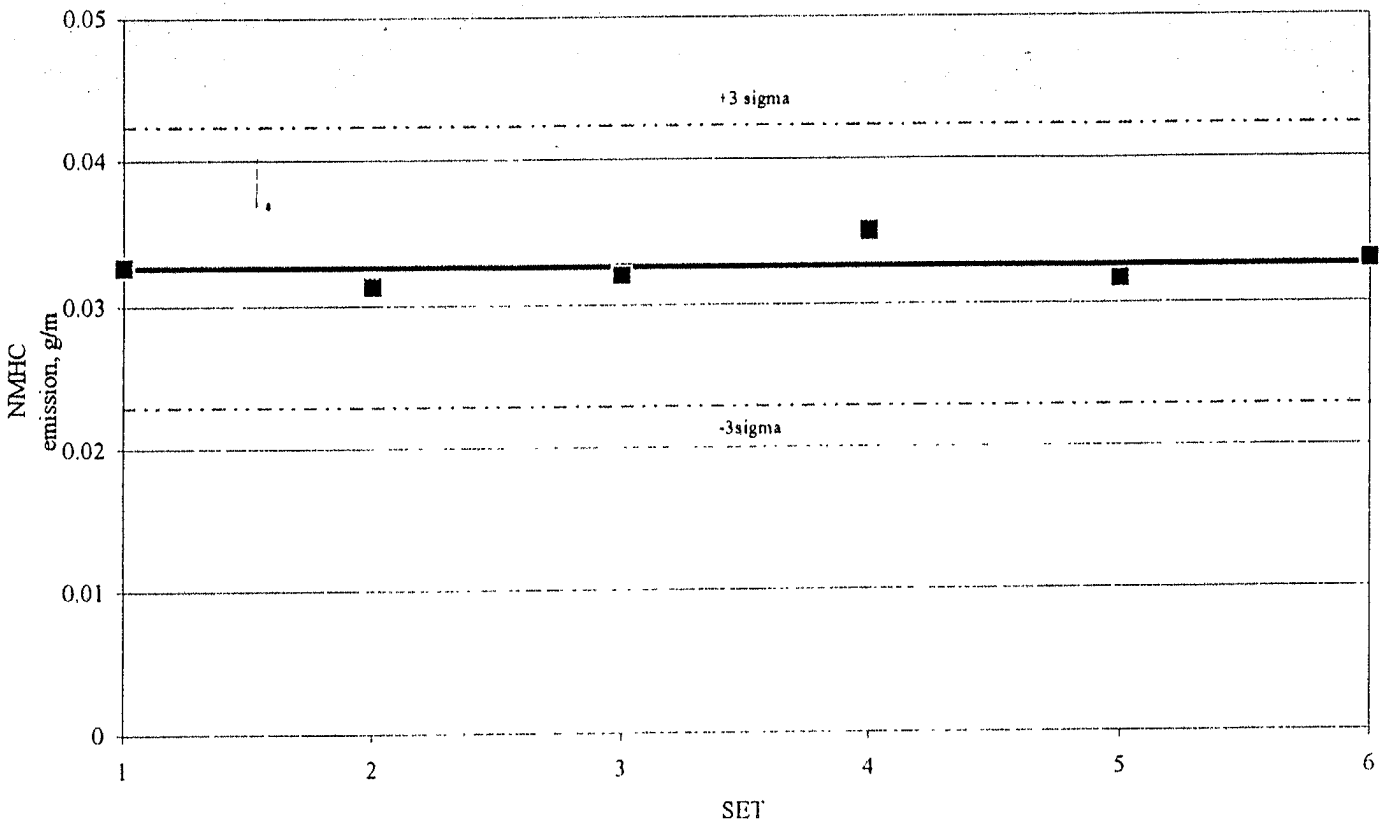


Figure 17: Shewhart Control Plot for NMHC in the Honda Accord with the first three baselines excluded

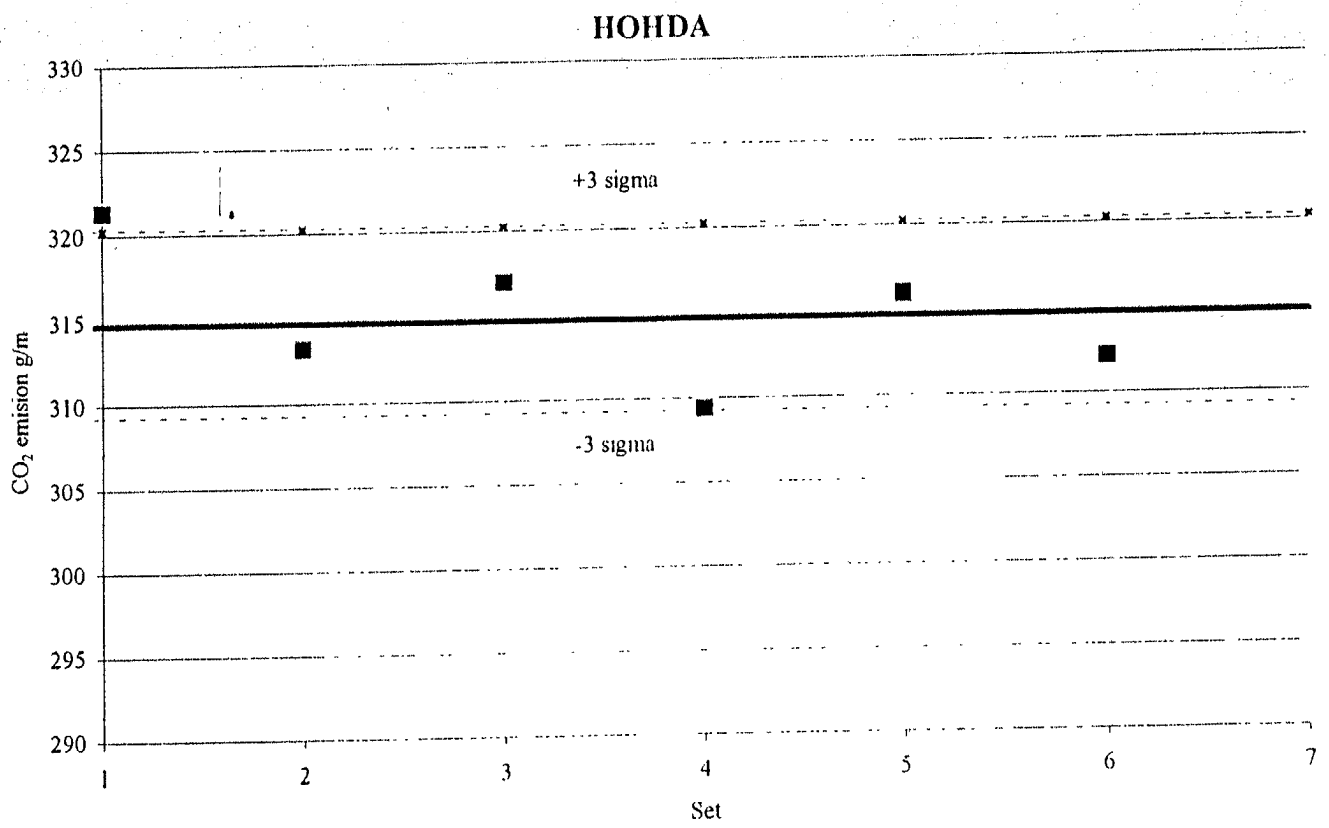


Figure 18: Shewhart Control Plot for CO_2 in the Honda Accord with the first three baselines excluded

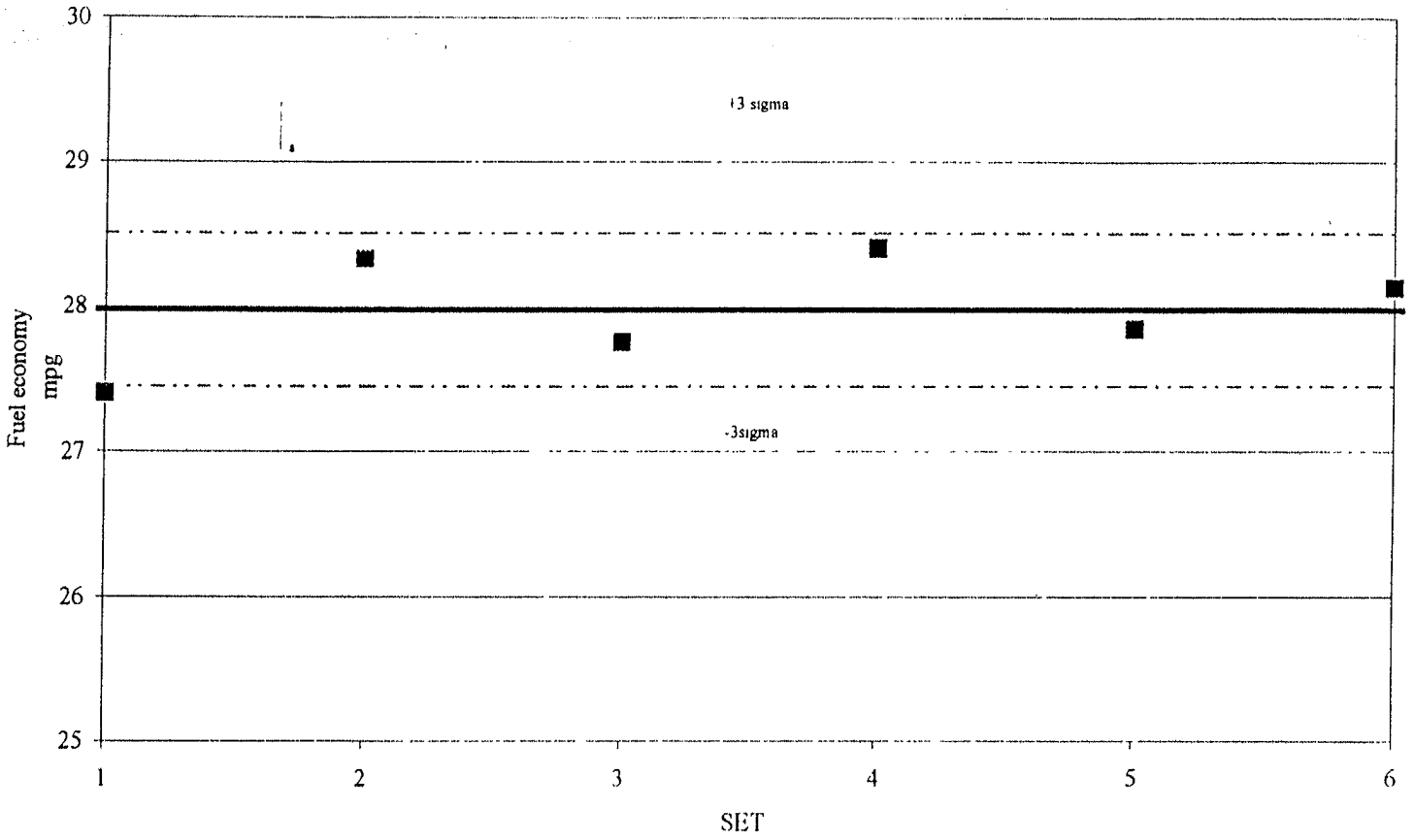
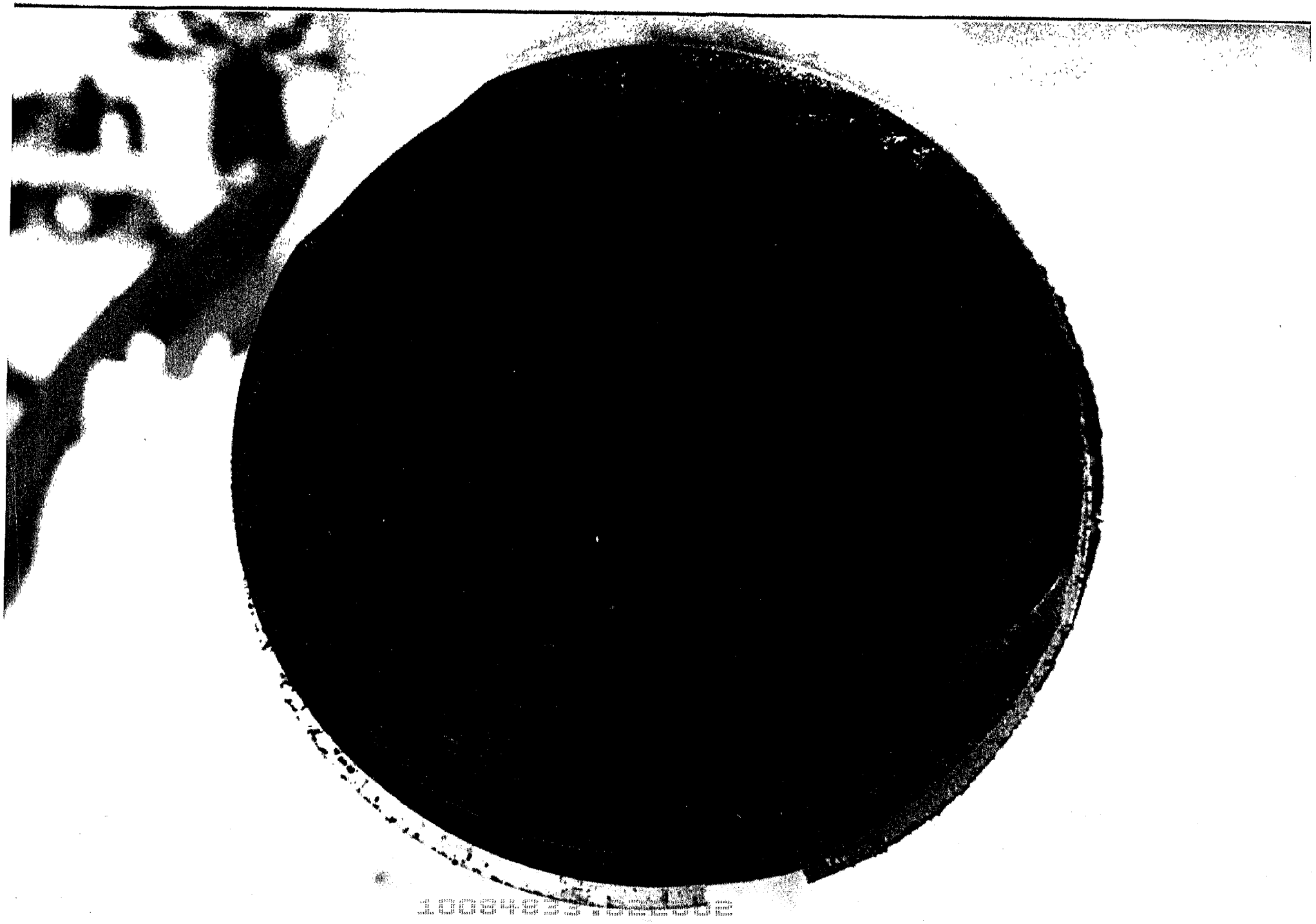



Figure 19 : Shewhart Control Plot for mpg fuel economy in the Honda Accord with the first three baselines excluded